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Table 2-2  
Revised Cost Estimate  
Proposed Roadway Improvements<sup>1</sup>

Proposal		Associated Rail Strategy	Cost (millions of 2000 dollars)
Truck-Only Road	South Side	2 and 3	\$40.0
	North Side	2 and 3	\$46.3
Perimeter Road		3	\$10.0
Lonyo	Option 1 <sup>2</sup>	3	\$37.4
	Option 2 <sup>2</sup>	2	\$18.0
Central	Option 1 <sup>2</sup>	3	\$37.5
	Option 2 <sup>2</sup>	2	\$23.8
I-94/Livernois Interchange		2 and 3	\$4.2
Traffic Engineering Improvements		2 and 3	\$0.7
Total	RS 1	\$0.0 million	
	RS 2	\$86.7 to \$93.0 million	
	RS 3	\$129.8 to \$136.1 million	

Source: The Corradino Group of Michigan, Inc.

<sup>1</sup>Exclusive of right-of-way.

<sup>2</sup>Options vary by size of intermodal terminal.

assessment of which ones are likely to be implemented. The No Action approach, Rail Strategy 1 will likely see no investment in roadway improvements.

The roadway improvements were assessed for impacts in 17 geographic areas that are most likely to be affected (Figure 2-7). Eight criteria (listed alphabetically) were studied in the evaluation:

- Air Quality
- Community Cohesion
- Displacements
- Engineering Difficulty
- Environmental Justice
- Historic Properties
- Noise
- Traffic Flow

The impact assessment developed in Technical Report No. 3 for the 17 analysis segments reinforced the consultant's earlier position in Technical Report No. 2, i.e., the roadway system with additional DIFT truck traffic, and the area served by it, are not expected to experience significant impacts. There could be an issue with noise on Livernois and Dragoon. But, similar noise is expected without terminal expansion. If, on the other hand, the terminal expands, the truck-only road is built, and all I-75-oriented trucks use it, then the volumes of traffic on Livernois and Dragoon between Vernor and I-75 would be reduced which will lessen the noise. And, while the truck-only road could impact about 100 to 115 sensitive receptors if it were built either north or south of the rail line, walls built in strategic locations are part of the plan to protect those receptors from unwanted noise.

The consultant believes that community cohesion and environmental justice impacts are not created in a disproportionate manner with the roadways that might be improved with Rail Strategies 2 and 3. As a matter of fact, several sensitive areas will be impacted more if Rail Strategy 1 without the truck-only road (TOR) were pursued because traffic would not be diverted from streets that otherwise would use the TOR. Likewise, developing the perimeter road with its buffer, plus grade separating Lonyo and Central from the rail line, will improve the area's cohesiveness. No action, i.e., RS 1, is expected to have a more negative effect on the community. Finally, there are no direct cultural resource impacts expected with any road-related activities (i.e., construction or traffic). And, no air quality standards will be exceeded due to roadway activity.

## 2.3 Evaluation of Alternative Rail Strategies

With the roadway impacts measured, each of the rail strategies was examined by seven evaluation factors: engineering difficulty, displacements, community cohesion, environmental justice, historic, noise, and air quality. The results are summarized in Table 2-3.